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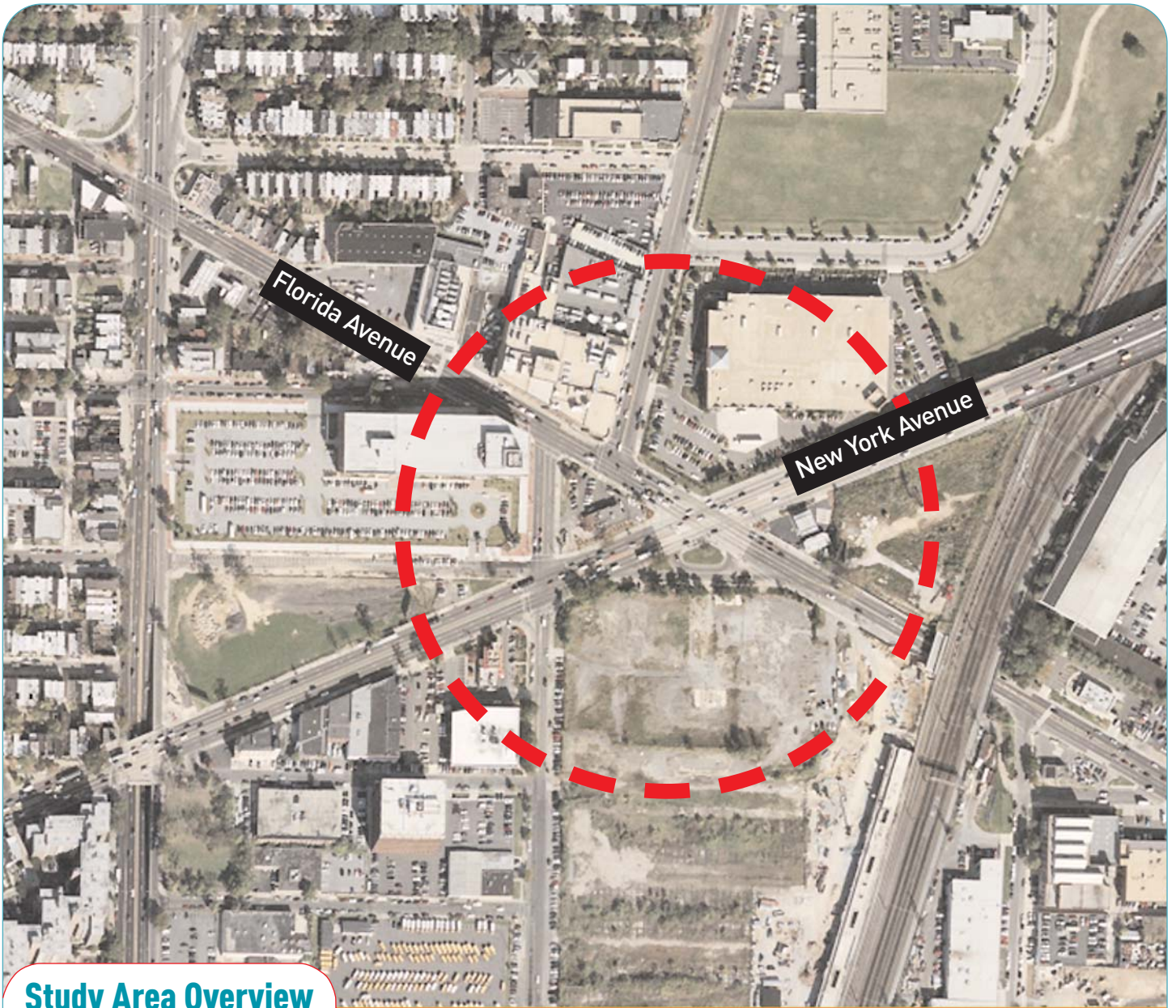


JULY 2006

National Capital Planning Commission



NCPC



## Study Area Overview







## Executive Summary

In partnership with the District Department of Transportation (DDOT), the General Services Administration (GSA), and the Bureau of Alcohol, Tobacco, Firearms & Explosives (ATF), the National Capital Planning Commission (NCPCC) initiated a charrette to study several potential long-term design alternatives for the New York Avenue / Florida Avenue intersection that were developed as part of the DDOT New York Avenue Corridor Study. The event was held from Wednesday, July 12th through Friday, July 14th. Six independent consultants, each with a different area of expertise, were invited to study the intersection alternatives from their own urban design, engineering, traffic, economic development, and city planning perspectives. The consultants were briefed extensively on relevant DDOT, NCPCC, and District of Columbia Office of Planning (DCOP) studies, plans, and initiatives, and gathered input from the local community through interviews with 36 stakeholders from 24 different organizations. After learning about the alternatives and considering community input, the consultants presented their recommendations to DDOT, DCOP, NCPCC, ATF, GSA and community stakeholders.

NCPCC and our partner agencies have formulated the following recommendations to be considered in future studies of the corridor based on the individual concepts, observations, and ideas expressed by the consultants during the charrette:

1. **Regional, through, and commuter traffic should be discouraged from using New York Avenue and encouraged to use alternative routes;**
2. **New York Avenue should be planned for District residents and workers rather than for suburban commuters and cut-through traffic;**
  - Encourage more smart, pedestrian-friendly, mixed-use development.
  - Create a corridor with better balance among different transportation modes (e.g. transit, walking, bicycling).
  - Preserve and protect local neighborhoods.
  - Improve the District's jobs-to-housing balance.
  - Promote pedestrian safety west of North Capitol Street.
  - Make New York Avenue into the next "great place" for the District.

**3. Transform the intersection area of New York Avenue and Florida Avenue into a more locally-oriented place by creating a new urban space:**

- Establish a fitting gateway to the core city.
- Use street walls to create an urban place.
- Hold the street edge.
- Use buildings, civic elements, memorials or monuments to create an important place.
- Discourage drive-through, auto-oriented uses at the intersection.
- Employ traffic-calming measures to slow traffic to a level compatible with a local urban neighborhood.
- Make traffic movements less intrusive and less problematic for the area.
- Provide pedestrian access and amenities to link NoMA with neighboring communities.

In the interim, DDOT has near-term plans to reconfigure the existing intersections of New York, Florida, Eckington, First Street and O Street, NE to reduce conflicts and improve current operations. This virtual traffic circle is scheduled to be implemented by 2008. Based on the ideas generated at the charrette, this interim solution could become a viable long-term solution that complies with the recommendations that are listed above, and establish the New York Avenue / Florida Avenue intersection as an inviting, attractive urban gateway into downtown Washington, DC.

The intent of this charrette was to provide additional information to NCPC, ATF, GSA, and the District to help inform the planning efforts for the New York Avenue Corridor and the NoMA planning area. The following next steps should be considered by the District and public stakeholders within the established citywide planning process:

- Incorporate the information collected through the charrette into the draft NoMA Plan and New York Avenue Corridor Study reports;
- Evaluate resulting changes in travel patterns from several potential roadway network improvement scenarios, which could include any combination of the following: tolls/congestion pricing along New York Avenue; truncating I-395 spur at Massachusetts Avenue; modifying New York Avenue and Massachusetts Avenue to operate as paired facilities; improving signage along the Beltway, I-295, and other regional roadways; and improving the Woodrow Wilson Bridge and I-295 facilities.

# Introduction and Overview

Many people in the Washington area today think of New York Avenue as a convenient route to avoid traffic on the Woodrow Wilson Bridge when traveling between the eastern Beltway / Maryland suburbs, downtown DC, and northern Virginia. As a result, New York Avenue carries a significant volume of regional, cut-through traffic as well as traffic destined for, or leaving downtown. Additionally, New York Avenue is also currently used as a major route by heavy-truck traffic due to the corridor's predominant light industrial/ commercial land uses and its direct access to downtown, I-395, and the Southeast/ Southwest Freeway.

## Redevelopment is projected to transform the corridor into an area with more mixed-use, "pedestrian-oriented" land uses

Properties along the New York Avenue corridor are currently experiencing a growth in redevelopment pressure however, that is projected to transform the corridor into an area with more mixed-use, "pedestrian-oriented" uses rather than the industrial/commercial, auto-oriented uses that exist today.

The New York Avenue / Florida Avenue intersection is one of the corridor's focal points due to its close proximity to downtown and Union Station, and the fact that the intersection is formed by two of the District's significant roadways. In response to the growing economic pressure in this part of the city, the District has focused its planning efforts on the New York Avenue Corridor and on the "North of Massachusetts Avenue" (NoMA) District.



*Heavy traffic driving along New York Avenue at Florida Avenue driving towards downtown Washington, DC .*

Six independent consultants, each with a different area of expertise, were invited to study the intersection alternatives from their own urban design, engineering, traffic, economic development, and city planning perspectives.

In partnership with the District Department of Transportation (DDOT), the General Services Administration (GSA), and the Bureau of Alcohol, Tobacco, Firearms & Explosives (ATF), the National Capital Planning Commission (NCPC) initiated a charrette to study several potential long-term design alternatives for the New York Avenue / Florida Avenue intersection that were developed as part of the DDOT New York Avenue Corridor Study. The event was held from Wednesday, July 12th through Friday, July 14th. Six independent consultants, each with a different area of expertise, were invited to study the intersection alternatives from their own urban design, engineering, traffic, economic development, and city planning perspectives. The consultants were briefed extensively on relevant DDOT, NCPC, and District of Columbia Office of Planning (DCOP) studies, plans, and initiatives, and gathered input from the local community through interviews with 36 stakeholders from 24 different organizations. After learning about the alternatives and considering community input, the consultants presented their recommendations to DDOT, DCOP, NCPC, ATF, GSA and community stakeholders.

This NCPC report sets forth current issues related to the New York Avenue / Florida Avenue intersection area, the charrette process, and opinions expressed by each member of the consultants.



*Study area tour for charrette consultants*

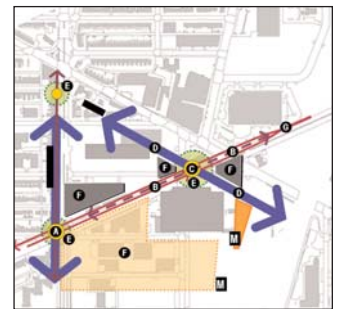
## Background

The District of Columbia recently undertook two significant planning studies that are relevant to New York Avenue and the future design of the New York Avenue / Florida Avenue intersection area. One study developed a draft plan for the New York Avenue corridor (New York Avenue Corridor Study Plan) and the second study developed a draft master plan for the "North of Massachusetts Avenue" (NoMA) section of the District, entitled NoMA Vision Plan and Development Strategy. Both of the studies were completed in 2006.

### *New York Avenue Corridor Study*

The District Department of Transportation (DDOT) initiated the New York Avenue Corridor Study in response to the high number of collisions along the corridor, local redevelopment pressure, and a District desire to leverage future area redevelopment by strategically located transportation improvements along the corridor. The fact that New York Avenue currently carries a large amount of regional, through traffic in addition to traffic with local District destinations was also an impetus for the study.

One area of particular focus was the existing at-grade I-395 / New York Avenue intersection and the direct impact of the intersection's heavy traffic volumes on nearby homes, schools, churches, and libraries. In response, the New York Avenue Corridor Study proposed a tunnel between I-395 and New York Avenue that would eliminate the need for the current I-395 / New York Avenue intersection. The proposed I-395 tunnel would surface along New York Avenue, between North Capitol Street and First Street, NE, and would result in a number of traffic and urban form challenges at the New York Avenue / First Street, NE and New York Avenue / Florida Avenue, NE intersections. These challenges were the catalyst for the New York Avenue / Florida Avenue Charrette.



*New York Avenue/Florida Avenue intersection framework plan as shown in DDOT's draft New York Avenue Corridor Study Draft Plan, 2006*



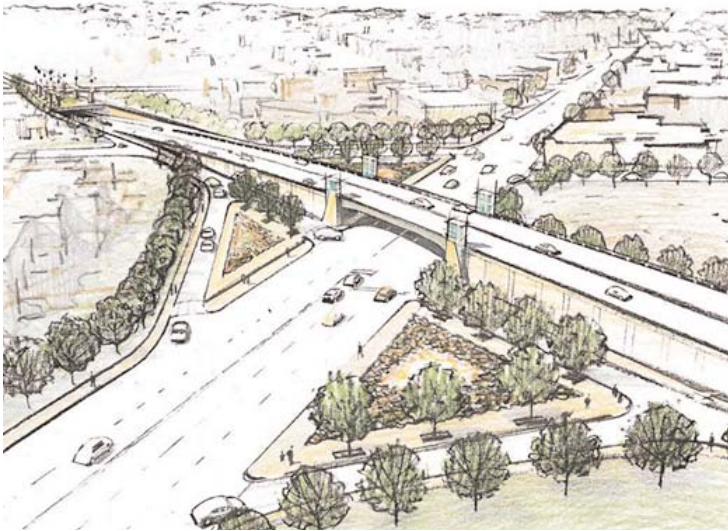
*DDOT's draft New York Avenue Corridor Study Draft Plan, 2006*



## Potential Future Long-Term Design Alternatives

The following subsections provide brief descriptions of three potential long-term design alternatives included in the draft New York Avenue Corridor Study Plan that are compatible with the I-395 tunnel. The purpose of the charrette was to analyze and assess these alternatives from urban design, planning, engineering, traffic, and economic development perspectives.

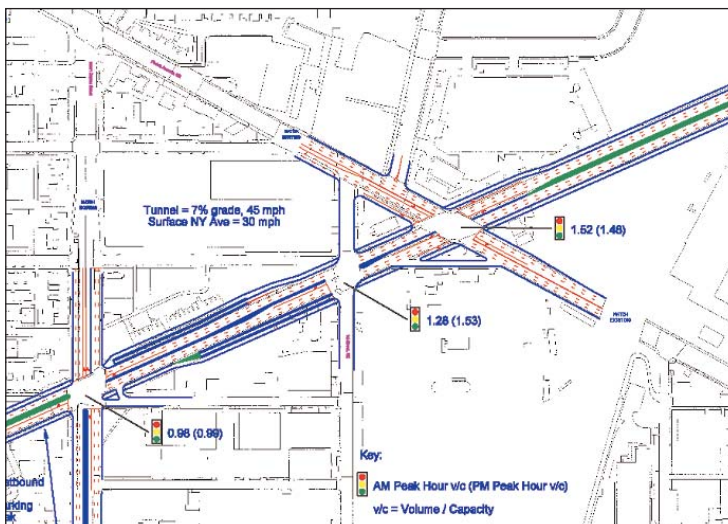
### Bridge Alternative



*Rendering of Bridge Alternative as shown in DDOT's draft New York Avenue Corridor Study report, 2006*

The Bridge Alternative consists of elevating regional I-395 through traffic over Florida Avenue with a bridge. Access ramps may (or may not) be provided between the elevated facility and the New York Avenue / Florida Avenue intersection for local traffic. This alternative consists of a 4-lane bridge for I-395 traffic (2 lanes in each direction), 3-lane/4-lane Florida Avenue approaches, and could potentially include two 2-lane New York Avenue approaches that could be widened to three lanes if deemed necessary for right-turning traffic from New York Avenue to Florida Avenue. Neither the New York Avenue nor Florida Avenue approaches would permit left-hand turns.

### At-Grade Alternative

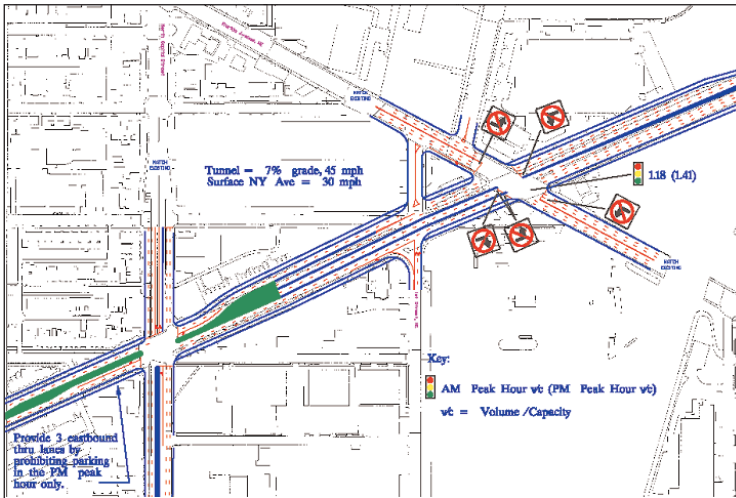


*Preliminary concept plan of At-Grade Alternative as shown in DDOT's draft New York Avenue Corridor Study Draft Plan, 2006.*

The At-Grade Alternative consists of an improved "4-leg" (standard two road intersection) design for the New York Avenue / Florida Avenue intersection that would be used by both regional and local traffic along New York Avenue. This alternative consists of 3-lane/4-lane Florida Avenue approaches and two 4-lane New York Avenue approaches, all with left-turn prohibitions.



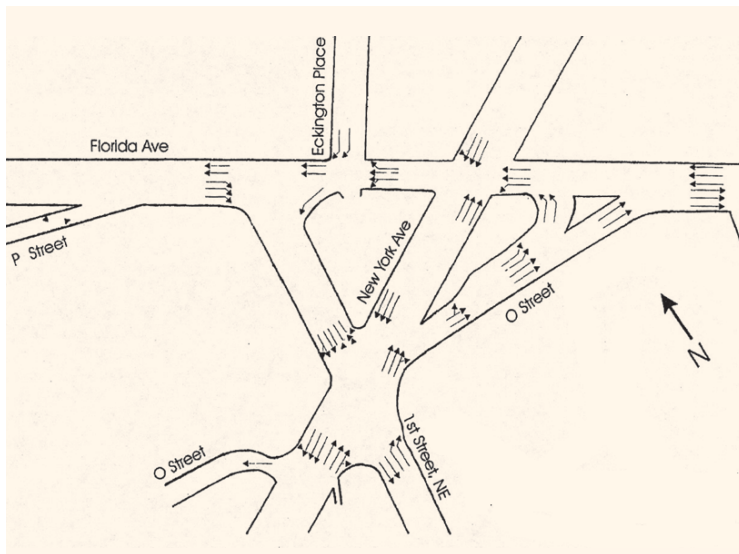
## Tunnel Alternative



*Preliminary concept plan of Tunnel Alternative as shown in DDOT's draft New York Avenue Corridor Study Plan, 2006.*

The Tunnel Alternative (also referred to as the extended tunnel) consists of an at-grade, improved New York Avenue / Florida Avenue intersection and an extended I-395 tunnel that would surface along New York Avenue, east of the railroad tracks. This alternative would provide a tunnel for the regional I-395 through traffic and allow local traffic to travel along New York Avenue. This study alternative may (or may not) provide access ramps between the tunnel and the New York Avenue / Florida Avenue intersection.

## Near-Term Solution for New York Avenue / Florida Avenue Intersection

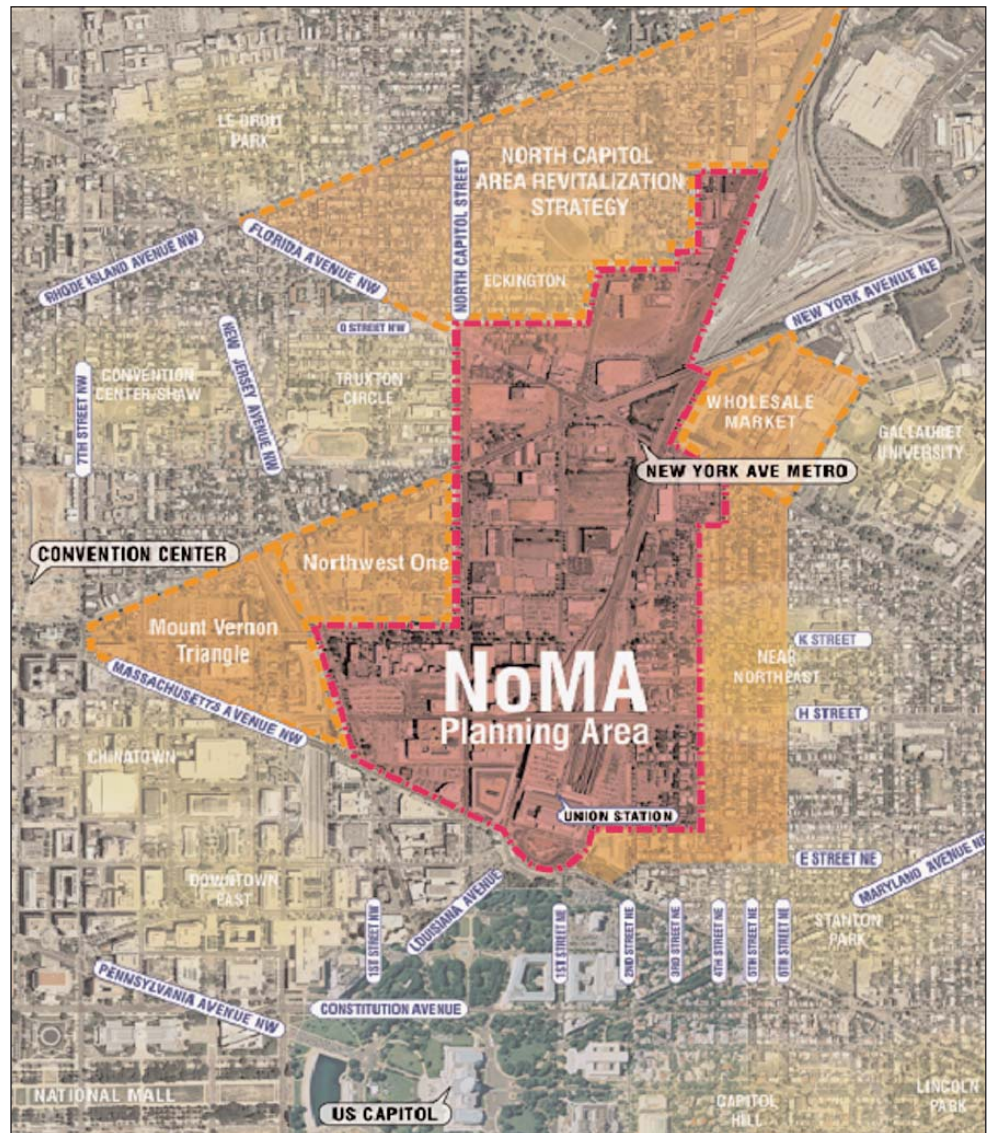


*Planned near-term New York Avenue / Florida Avenue intersection virtual traffic circle design concept, DDOT.*

In the interim, DDOT has near-term plans to reconfigure the existing intersections of New York, Florida, Eckington, First Street and O Street, NE. The planned virtual traffic circle reconfiguration would allow traffic traveling along New York Avenue to move through the New York Avenue / Florida Avenue intersection as under current operation. Florida Avenue, between O Street and First Street, would be changed to one-way, northwest-bound operation. First Street, between Florida Ave and O Street, would be changed to one-way, southbound operation.

O Street, between First Street and Florida Avenue, would be changed to one-way, eastbound operation. This near-term enhancement is expected to improve existing traffic conditions through these intersections and is scheduled to be implemented by 2008.

*NoMA planning area  
context map as shown in  
DCOP's draft NoMA Vision  
Plan and Development  
Strategy Plan, 2006*



## *NoMA Vision Plan and Development Strategy*

The NoMA Vision Plan and Development Strategy (July, 2006) was initiated by the District of Columbia Office of Planning (DCOP) in response to local redevelopment pressure in this part of the city. The NoMA section of the city is attractive to future redevelopment due to its proximity to downtown and Union Station, and the fact that many of the land parcels are currently underutilized, with a growing demand for housing and supportive retail development in the city. The New York Avenue / Florida Avenue intersection is included within the study area and the NoMA Plan outlines planning principles/concepts that frame the general urban design context for the intersection.



# New York Avenue/ Florida Avenue Charrette

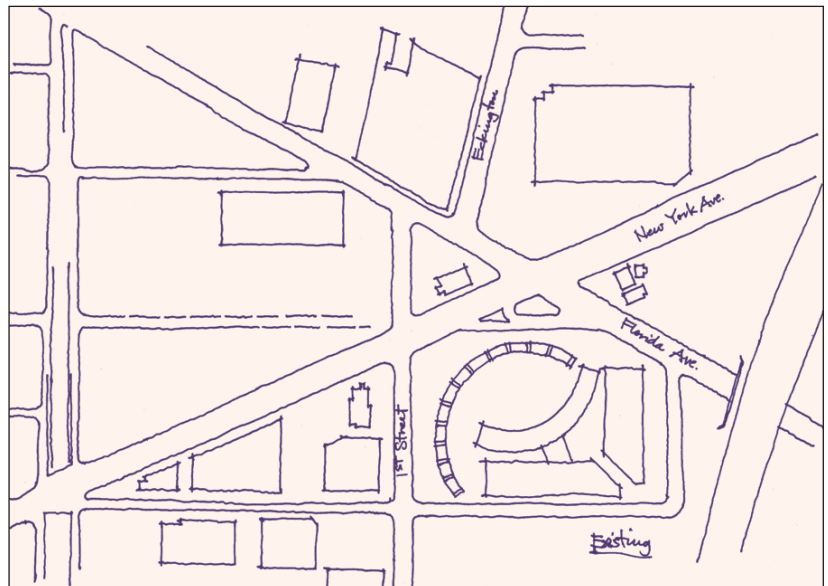
## The Mission:

NCPC along with DDOT, GSA, and ATF held the New York Avenue / Florida Avenue Charrette with two major goals in mind:

- Assess each of the three potential long-term design alternatives contained in the New York Avenue Corridor Study plan from an urban design context, a city planning context (consistency with existing plans), an engineering context, a traffic context, and an economic development context.
- Develop urban design concepts for the New York Avenue / Florida Avenue intersection within the context of previous studies regarding the intersection, and of the larger New York Avenue corridor.

As part of this effort, the consultants met with numerous community and business stakeholders in an effort to collect information and answer the following questions:

- How do each of the three long-term design alternatives (Bridge, At-Grade, and Tunnel) compare with one another for general economic development, land use impacts, and land use opportunities?
- How consistent are each of the three long-term design alternatives with the NoMA Plan, L'Enfant Plan, and NCPC's Legacy Plan and Memorials and Museums Master Plan?
- How does each of the three long-term design alternatives integrate, complement, or conflict with the planned interim roadway reconfiguration for the New York Avenue / Florida Avenue intersection?



*Base diagram of existing conditions. (Ray Peloquin)*





*New ATF Headquarters building from build-out rendering, DCOP draft NoMA Vision Plan and Development Strategy Plan, 2006*

- How can each of the three long-term design alternatives maximize pedestrian safety and local area connectivity to adjoining neighborhoods?
- For each of the three long-term design alternatives, what are the relative benefits or challenges when compared with one another in terms of pedestrian safety, local area connectivity, and local area "impact"?
- How can each of the three long-term design alternatives highlight the New York Avenue / Florida Avenue intersection location as an entry-point into the historic city/downtown District and accommodate future commemorative works?
- Can an extended I-395 tunnel (Tunnel Alternative) be aligned so that the tunnel would not impact a potential Maglev train tunnel along the corridor? Would it be mandatory for one tunnel (either the Maglev tunnel or the extended I-395 tunnel) to be situated above the other tunnel?
- What is the state of the industry in tunnel portal design?
- Can the Bridge or At-Grade long-term design alternatives be constructed to allow First Street to remain fully operational between Florida Avenue and O Street?
- How would the First Street / New York Avenue, NE intersection function in each of the three long-term design alternatives?
- How can each of the three long-term design alternatives maximize pedestrian safety and local area connectivity to adjoining neighborhoods from a traffic calming perspective?
- Are any of the three long-term design alternatives significantly superior or inferior when compared with one another in terms of potential for pedestrian safety and local area connectivity from a traffic calming perspective?

The consultants used the answers from these questions to help study, assess, and formulate their respective opinions regarding the three alternatives (Bridge, At-Grade, Tunnel) and the intersection study area, based on their specialized backgrounds.

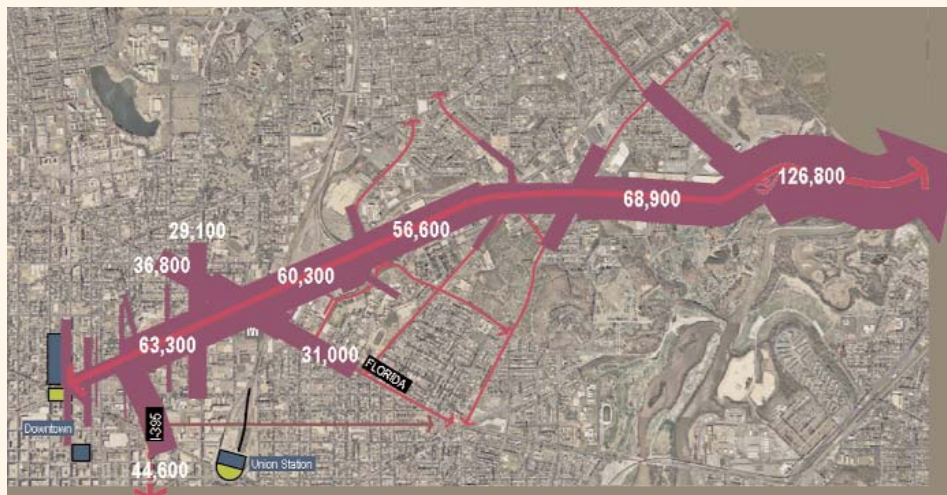
# Consultant Panel Viewpoints

This report documents viewpoints and recommendations of each consultant, and separates them into the following three categories: New York Avenue Corridor; Long-Term Design Alternatives - Advantages and Disadvantages; and New York Avenue / Florida Avenue Intersection. Each point is specifically attributed to the consultant(s) who expressed it through the following reference numbers:

- |                   |  |
|-------------------|--|
| 1. Howard Decker  |  |
| 2. Don Stull      | Any non-attributed text provides background for the viewpoints by the author of this report. |
| 3. Ray Peloquin   |  |
| 4. Lou Slade      |  |
| 5. Anita Morrison |  |

## *New York Avenue Corridor*

There is a relatively heavy volume of regional, through traffic that currently uses New York Avenue as measured by the New York Avenue Corridor Study. The study found that approximately 21% of the traffic on New York Avenue (at the DC-MD line) has both an origin and destination outside of the District of Columbia. This heavy through traffic is largely due to interstate highway construction that was only partially completed more than 50 years ago. The original intent was to extend the Interstate highway system through the District as part of I-95. For political reasons, construction was stopped part way through the city, which resulted in the I-395 spur that now exists, terminating at New York Avenue. As cars became more prevalent and the Beltway became more congested, New York Avenue in conjunction with I-395, increasingly functioned as a short-cut route between the eastern side of the Beltway and Maryland suburbs, downtown Washington, and northern Virginia.



*Existing Average Daily Traffic Volumes graphic as shown in DDOT's draft New York Avenue Corridor Study report, 2006*

In response to the issue of heavy regional, through traffic currently using New York Avenue as a cut-through route, the consultants offered the following various observations and recommendations:

- The DC street network exists to serve: first, District residents and neighborhoods; and second, those who work in the District. Give much less priority to accommodating regional (Interstate) through traffic. (1,2,3,4,5)
- "Provide multi-modal transportation in the New York Avenue corridor, including pedestrians, bicycles, transit, railroad, and automobiles." (4,5)
- "Focus on moving people, not cars. Encourage a mode bias away from the automobile." (1,4,5)
- "Replace current regional through-traffic volume on the corridor with capacity to support future mixed-use development in the District." (1,2,3,4,5)
- Discourage use of New York Avenue / I-395 for regional through traffic (1,4):
  - Consider tolls or congestion pricing (1,4)
  - Consider truncating I-395 at Mass. Avenue (1)
  - Consider pairing the New York Avenue and Massachusetts Avenue ramps: off only at New York and on only at Massachusetts (1)
  - Use the opportunity of the Woodrow Wilson Bridge and I-295 improvements to discourage use by regional pass-through traffic on New York Avenue (1,4)
  - Use signage to encourage other routes into or around downtown (1,3,4)
- Enhance alternative means of entering downtown from I-295: increasing accessibility between the East and West sides of the Anacostia River is good for both DC residents and regional commuters. (1,4)
- "Create an environment that will support new development and redevelopment in the District while preserving and protecting neighborhoods." (2,3,5)
- "Encourage smart development and improve the District's jobs/housing balance." (1,3,5)
- "Encourage mixed-use development along the New York Avenue corridor to improve support for enhanced transit service." (4,5)
- "Discourage cut-through traffic through local residential neighborhoods." (1,2,3,4,5)
- "Avoid displacement of existing residents or exclusion of economic diversity." (1,5)
- "Support development of NoMA as an active mixed-use neighborhood and promote amenities that foster an attractive pedestrian environment." (1,2,3,5)



*Photo montage of future potential NoMA area as shown in DCOP's draft NoMA Vision Plan and Development Strategy Plan, 2006.*



## *Long-Term Design Alternatives - Advantages and Disadvantages*

The consultants studied, assessed, and using their respective backgrounds, identified the following various observations about advantages and disadvantages regarding the three long-term design alternatives that were developed as part of DDOT's New York Avenue Corridor Study.

### Bridge Alternative

#### Advantages:

1. Resolves current safety issues west of North Capitol Street due to relocation of heavy regional through traffic into tunnel (1,4).
2. Allows an at-grade (surface) North Capitol Street/New York Avenue intersection (1,4).
3. Greatly reduces on-street traffic west of North Capitol Street (4).
4. Facilitates traffic flow through the New York Avenue / Florida Avenue intersection (1,4).

#### Disadvantages:

1. Encourages additional regional through traffic (1,2,3,4,5)
2. Creates a significant barrier to north-south movement in the area, especially at the 1st Street, NE/New York Avenue intersection (1,2,3,4,5)
3. Could result in a situation where pedestrians (walking along Florida Avenue) may feel unsafe walking under a bridge for New York Avenue (1,2,3)
4. Requires major ventilation structures, resulting in significant urban design challenges (1,2,3,4)
5. High cost of construction (1,2,3,4,5)

### At-Grade Alternative

#### Advantages:

1. Resolves current safety issues west of North Capitol Street due to relocation of heavy regional through traffic into tunnel (1,4)
2. Allows an at-grade (surface) North Capitol Street/New York Avenue intersection (1,4)
3. Greatly reduces on-street traffic west of North Capitol Street (4)

#### Disadvantages:

1. Encourages additional regional through traffic (1,2,3,4,5)
2. Tunnel portal requires the 1st Street, NE/New York Avenue intersection to function as a more limited right-in/right-out intersection (1,4)
3. Results in more difficult pedestrian movement (1,3,4)
4. Requires major ventilation structures, resulting in significant urban design challenges (1,2,3,4)
5. High cost of construction (1,2,3,4,5)

## Tunnel Alternative

### Advantages:

1. Resolves current safety issues west of North Capitol Street due to relocation of heavy regional through traffic into tunnel [1,4]
2. Allows an at-grade (surface) North Capitol Street/New York Avenue intersection [1,4]
3. Greatly reduces on-street traffic west of North Capitol Street [4]
4. Facilitates traffic flow through the New York Avenue / Florida Avenue intersection [1,4]

### Disadvantages:

1. Encourages additional regional through traffic [1,2,3,4,5]
2. Requires major ventilation structures, resulting in significant urban design challenges [1,2,3,4]
3. Very high cost of construction [1,2,3,4,5]



### *New York Avenue/ Florida Avenue Intersection*

The consultants developed and recommended design concepts for the New York Avenue / Florida Avenue intersection and local adjacent area. For use in the event that traffic demand along the corridor and through this intersection could be reduced, these recommendations included:

*Signature corridors within the NoMA Planning Area as shown in DCOP's draft NoMA Vision Plan and Development Strategy Plan, 2006*

- Place priority on transforming this intersection into a more locally-oriented place rather than accommodating the regional user. [1,2,3,4,5]
- Make New York Avenue the next 'great place' for DC: [2,3]
  - Establish a fitting gateway to the core city [1,2,3]
  - Discourage drive-through, auto-oriented uses at the intersection [1]
  - Use street walls to create an urban place [3]
  - Hold the street edge [2,3]
  - Use buildings, civic elements, memorials or monuments to create an important place [1,2,3]
  - Employ traffic-calming measures to slow traffic to a level compatible with a local urban neighborhood [4]
  - Make traffic movements less intrusive and less problematic for the area [1,4]
  - Provide pedestrian access and amenities to link NoMA with neighboring communities [1,2,3,5]
- Promote pedestrian safety west of N. Capitol Street by:
  - Improving neighborhood connections and enhancing the New York Avenue/North Capitol & New York Avenue/1st Street, NW intersections [1]
  - Making the intersections as attractive as possible [1,2,4]

*Park-like streetscape rendering that illustrates a vibrant place designed for pedestrians.*  
*(K Street Charrette, 2004)*

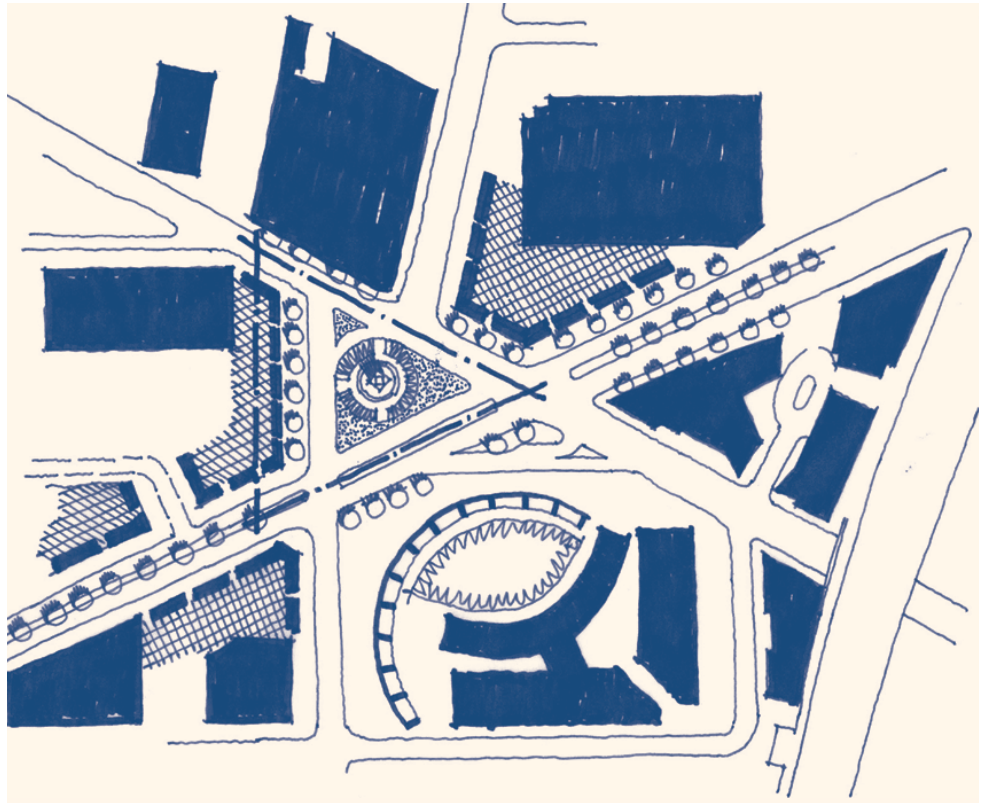


## Summary

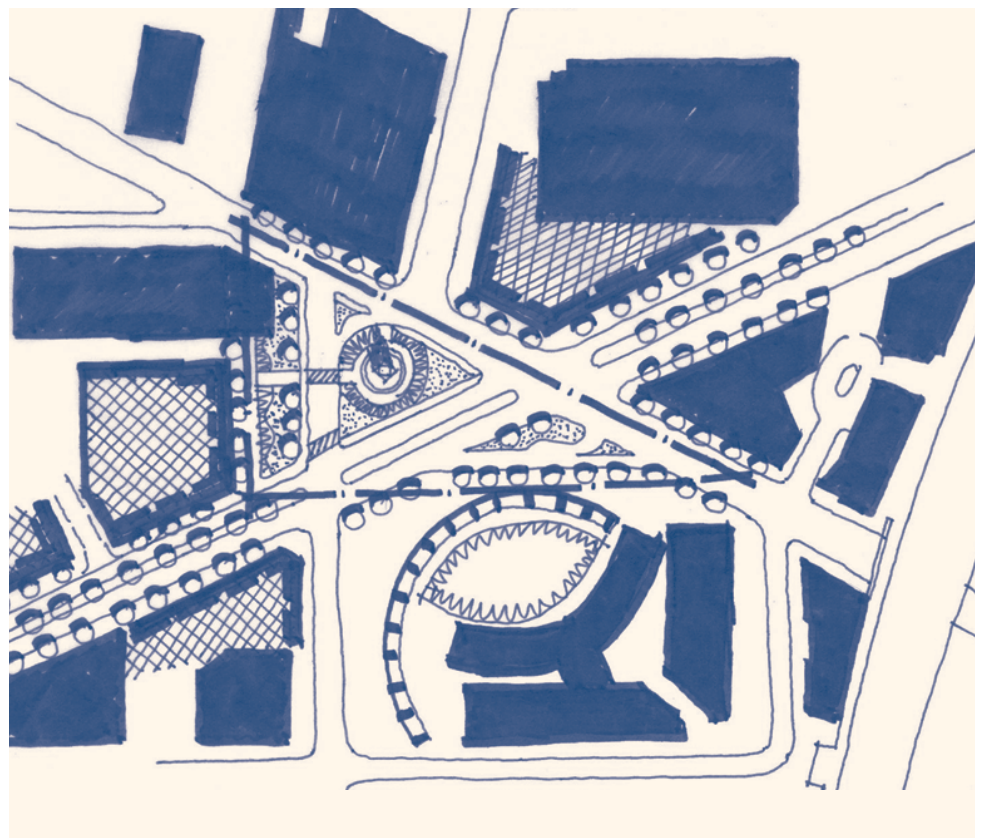
NCPC and our partner agencies have formulated the following recommendations to be considered in future studies of the corridor based on the individual concepts, observations, and ideas expressed by the consultants during the charrette:

1. Regional through and commuter traffic should be discouraged from using New York Avenue and encouraged to use alternative routes;
2. New York Avenue should be planned for District residents and workers rather than for suburban commuters and cut-through traffic;
  - Encourage more smart, pedestrian-friendly, mixed-use development.
  - Create a corridor with better balance among different transportation modes (e.g. transit, walking, bicycling).
  - Preserve and protect local neighborhoods.
  - Improve the District's jobs-to-housing balance.
  - Promote pedestrian safety west of North Capitol Street.
  - Make New York Avenue into the next "great place" for the District.
3. Transform the intersection area of New York Avenue and Florida Avenue into a more locally-oriented place by creating a new urban space  
*(as illustrated by the following three concept diagrams):*
  - Establish a fitting gateway to the core city.
  - Use street walls to create an urban place.
  - Hold the street edge.
  - Use buildings, civic elements, memorials or monuments to create an important place.
  - Discourage drive-through, auto-oriented uses at the intersection.
  - Employ traffic-calming measures to slow traffic to a level compatible with a local urban neighborhood.
  - Make traffic movements less intrusive and less problematic for the area.
  - Provide pedestrian access and amenities to link NoMA with neighboring communities.

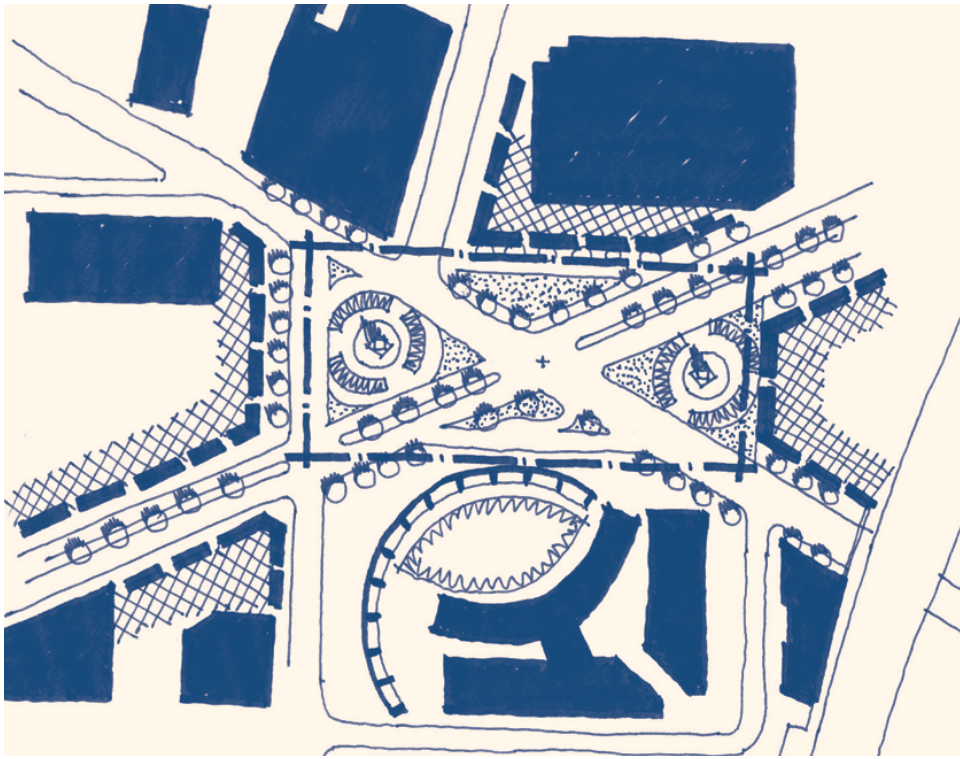




*Triangular place-making scheme shown with a monument/memorial (located on center) and attractive streetscapes along New York Avenue and Florida Avenue. (Ray Peloquin)*



*A variation of the triangular place-making scheme shown with a monument/memorial (located on center) and attractive streetscapes along New York Avenue and Florida Avenue. This scheme includes the northern portion of the ATF Headquarters Building land parcel. (Ray Reloquin)*



*Rectangular place-making scheme shown with two monuments/memorials (located on east-west land parcels directly adjacent to the intersection) and attractive streetscapes along New York Avenue and Florida Avenue.*

*This scheme includes the northern portion of the ATF Headquarters Building land parcel. (Ray Peloquin)*

## Next Steps

The intent of this charrette was to provide additional information to NCPC, ATF, GSA, and the District to help inform the planning efforts for the New York Avenue Corridor and the NoMA planning area. The following next steps should be considered by the District and public stakeholders within the established citywide planning process:

- ❑ Incorporate the information collected through the charrette into the draft NoMA Plan and New York Avenue Corridor Study reports;
- ❑ Evaluate resulting changes in travel patterns from several potential roadway network improvement scenarios, which could include any combination of the following: tolls/congestion pricing along New York Avenue; truncating I-395 spur at Massachusetts Avenue; modifying New York Avenue and Massachusetts Avenue to operate as paired facilities; improving signage along the Beltway, I-295, and other regional roadways; and improving the Woodrow Wilson Bridge and I-295 facilities.

## About the Consultants

### **Howard Decker FAIA**

Project Director, Ehrenkrantz Eckstut & Kuhn, Washington, DC

Howard Decker is an architect and urban designer who brings over three decades of design experience and technical expertise working with the public sector and a variety of other clients. His previous firm, DLK Architecture Inc., where he was a founding principal, was instrumental in shaping Chicago's distinctive urban realm; including such well known places as Michigan Avenue, Wacker Drive and Roosevelt Bridge. Howard has been the Chief Curator of the National Building Museum, here in Washington DC, and is a well recognized urbanist, academician and advocate. Decker holds a Masters of Architecture from the University of Illinois at Chicago and a Bachelor of Science in Speech from Northwestern University.

He is currently working on an assignment in the creation of standards and guidelines for streetscape and transportation architecture for the DC Department of Transportation (DDOT). These standards, enthusiastically endorsed by federal and municipal agencies, will be applied not only in the their originally targeted zone of the Anacostia Waterfront Initiative study area, a large portion of the District planned by the DC Office of Planning, but city-wide as well.

Honors and Awards: APA, National Capital Area Chapter, Outstanding Project Award  
AIA National Honor Award for Urban Design  
AIA Distinguished Building Award, Chicago Chapter  
AIA Distinguished Unbuilt Design Award  
City of Highland Park Historic Preservation Commission, Special Award  
Builder's Choice - Grand Award  
APA Award, Illinois Chapter  
Design/Build Institute of America, Best Project Award  
Richard Driehaus Statewide Illinois Preservation Award

### **Raymond E. Peloquin AIA, NCARB**

Vice President, RTKL Associates, Baltimore, MD

Ray Peloquin has more than two decades of experience in the planning and design of large-scale multi-use developments.

With a deep appreciation for urban design and planning, Peloquin is an architect that excels not only in the individual pieces of a mixed-use project but in the complex synthesis of those elements, creating total environments that combine great buildings with an enriched public realm.

Peloquin joined RTKL in 1984 and has made major design contributions to the firm's impressive portfolio of mixed-use, workplace, retail/entertainment, hospitality and planning projects. With a Bachelor of Science in Architecture from the University of Virginia, and a Master's of Architecture from North Carolina State in Raleigh, his experience in all sectors of the design industry as well as his international work have made him a recognized expert on mixed-use developments.

Registered in 20 states, Ray appreciates the various mixed-use development approaches available to the marketplace today, having worked on some of the most influential international developments in the industry: Hilton Baltimore Convention Center Hotel, Baltimore, Maryland; Kyungbang Mixed-use Development, Seoul, Korea; Al Ghurair City in Dubai, UAE; and numerous other mixed-use projects currently under development in Korea, Kuwait and Dubai.

### **Louis J. Slade, PE, PTOE**

Vice President and Principal, Gorove/Slade Associates, Washington, D.C.

Louis Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has also devised and analyzed alternative public transportation modal options and developed multi-modal transportation plans incorporating people mover systems.

Mr. Slade has worked closely with public agencies and private developers devising transportation master plans and major thoroughfare plans. He has been instrumental in the creation of transportation systems and roadway networks for large acreage developments. As a leader in the transportation engineering field, Mr. Slade is widely published in leading transportation and planning journals and has been a guest lecturer at several universities. He has served on NCPD and Urban Land Institute panels and on a Congressional Task Force.

### **Anita B. Morrison, M.P.P.**

Principal, Bay Area Economics, Silver Spring, MD

Anita Morrison's 29-year career in economic and development consulting has focused on urban revitalization, market and financial feasibility analysis, and strategic economic development. She served for 15 years as real estate advisor to the Pennsylvania Avenue Development Corporation. For the District of Columbia, she has been involved in such projects as the Neighborhood Tax-Increment Financing Districts, Portal Sites in Southwest, Metro Center, Georgia Avenue / Petworth revitalization, Uptown Destination District implementation strategy, Howard Theatre developer selection, and the Northwest One New Communities Initiative impact analysis. Her work in transit-oriented development included an assessment of economic development potentials associated with 10 proposed light-rail corridors in the District. In South Atlanta, she evaluated redevelopment and revitalization opportunities in 10 major arterial corridors and inner-city neighborhoods.

Ms. Morrison has developed a particular expertise in technology-based economic development strategies, advising the Michigan Economic Development Corporation and more than a dozen universities and cities in the development of research and technology parks.



**Benjamin Tang**

Major Bridge Specialists Leader, U.S. Federal Highway Administration, Washington, DC

Mr. Benjamin Tang is the Principal Bridge Engineer and Team Leader for the group on long span, major bridges and tunnels under the U.S. DOT, Federal Highway Administration (FHWA), Office of Bridge Technology, Washington, D.C. He has been in the Federal Government service for 30 years.

He is a graduate of University of Maryland and holds a Master's Degree in Structural Engineering from University of Illinois. He is a licensed professional engineer in Maryland and serves on several technical committees on the Transportation Research Board, AASHTO and private industry (ACI, PCI, PTI).

Benjamin is the technical expert and review authority for all bridge and structural matters for the Federal-aid bridge program. He is responsible for drafting Federal policies and regulations. He is championing the use of innovative bridge technologies, such as segmental concrete and cable-stayed bridges, accelerated bridge construction techniques, high performance materials and load resistance factor design.

**Don Stull, FAIA, NCARB**

President and Principal, Stull & Lee, Inc., Boston, MA

Don Stull is a graduate of Ohio State University and the Harvard Graduate School of Design. He has held Design Faculty appointments and Honorary Chairs at Harvard, Yale and Rice and formally offered Deanships by the presidents of Yale and Tuskegee Universities. He has served

on visiting committees to Harvard, Yale, The Boston Museum School and the National Architectural Accreditation Board, and presently sits on the Advisory Board of Ohio State University's Knowlton School of Architecture and the Board of Trustees of the Massachusetts College of Art. Stull has toured Florida with a panel assembled by its Board of Higher Education to evaluate the quality of programs and faculty at all of that State's schools of architecture and arts related design.

Mr. Stull plays an active role in numerous civic, cultural and institutional affairs. He serves on Boards of the Boston Institute of contemporary Art, and the internationally acclaimed Dance Umbrella. Stull is a member of the Boston Artery Arts and Harbor Access Commissions, and a past member of the Boston Arts and Civic Design Commissions.

## About the Sponsors

**National Capital Planning Commission (NCPC)**

The National Capital Planning Commission (NCPC) is the federal government's central planning agency for the National Capital Region. NCPC is charged with preserving the unique beauty and historic urban design that have made Washington one of the most admired capital cities in the world. The Commission provides overall planning guidance for federal land and buildings in the National Capital Region, which includes the District of Columbia and the surrounding counties in Maryland and Virginia. NCPC reviews the design of federal projects, oversees long-range planning for future development, and monitors capital investment by federal agencies. Through its planning policies and review of development proposals, the Commission seeks to protect and enhance the extraordinary historical, cultural, and natural resources of America's capital.

**D.C. Department of Transportation (DDOT)**

The District of Columbia government's Department of Transportation's (DDOT) mission is to enhance the quality of life for District residents and visitors by ensuring that people, goods, and information move efficiently and safely, with minimal adverse impacts on residents and the environment while enhancing the District of Columbia's quality of life and economic competitiveness.

**Bureau of Alcohol, Tobacco, Firearms and Explosive (ATF)**

The Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) is a law enforcement agency within the U.S. Department of Justice. Its unique responsibilities include protecting the public and reducing violent crime. ATF enforces the Federal laws and regulations relating to alcohol and tobacco diversion, firearms, explosives, and arson.

**General Services Administration (GSA)**

GSA's mission is to help federal agencies better serve the public by offering, at best value, superior workplaces, expert solutions, acquisition services and management policies. GSA consists of the Federal Technology Service (FTS), the Federal Supply Service (FSS), the Public Buildings Service (PBS), and various Staff Offices, including the Office of Government wide Policy (OGP). Eleven Regional Offices extend GSA's outreach to federal customers nationwide. An anticipated GSA reorganization will consolidate FTS and FSS into a single new organization, the Federal Acquisition Service (FAS).



## Public Comment

This report is available in draft form on NCPC's web site at [www.ncpc.gov](http://www.ncpc.gov) through September 30 to allow for review and comment by the general public. All comments will be considered, evaluated, and reflected in the final report as appropriate.

A final report will be made available in October, 2006.



**THE NATIONAL CAPITAL PLANNING COMMISSION** is the federal government's central planning agency in the District of Columbia and surrounding counties in Maryland and Virginia. The Commission provides overall planning guidance for federal land and buildings in the region. It also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.

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### Participating Stakeholders - Interviews:

David Maloney - *State Historic Preservation Office*  
 Joe Passonneau - *Independent*  
 Patricia Zingsheim - *DC Office of Planning*  
 Cy Paumier - *Independent*  
 Diane Pratt - *DPC/Bristol*  
 Chance Patterson - *XM Radio*  
 Jim Abdo - *Abdo Development*  
 Ray Robinson - *Greyhound*  
 Eric Price - *Abdo Development*  
 Brian Rogers - *Greyhound*  
 Joe Doran - *Stephen A. Goldberg Company*  
 Chuck Hathway - *CRV Sunrise Valley*  
 Tom Hughes - *DavCo Restaurants*  
 Mike Williams - *DavCo Restaurants*  
 Ramona Burns - *Washington Metro. Area Transit Authority*  
 Pastor L.B. West - *Mt. Airy Baptist Church*  
 Chris Delfs - *District Department of Transportation*  
 D. J. Perry - *Mt. Airy Baptist Church*  
 Chris Holben - *District Department of Transportation*  
 Rev. Pam Bishop - *St. Philip's Baptist Church*  
 Catherine Jones - *Washington Metro. Area Transit Authority*  
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 Rick Rybeck - *District Department of Transportation*  
 Donald Pross - *National Capital Revitalization Corporation*  
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 William Shelton - *ANC 5B*  
 Daniel Pernel - *ANC 6C04*  
 Audrey Ray - *Ivy City*  
 Nancy Witherell, *Historic Preservation Planner - NCPC*

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